

**PLANNING AND LICENSING COMMITTEE**

**13<sup>TH</sup> September 2017**

**ADDITIONAL PAGES**

---

**ADDITIONAL PAGES - CIRCULATED TO MEMBERS BY POST**

**AVAILABLE FOR PUBLIC INSPECTION UNDER THE PROVISIONS OF THE  
LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

Additional Representations on Schedule Items

Pages 1 - 39

PLANNING AND LICENSING COMMITTEE

13<sup>th</sup> September 2017

ADDITIONAL PAGES ON SCHEDULE ITEMS

Item	Ref. No	Content
02 & 03	16/05372/LBC CD.6503/R & 16/05371/FUL CD.6503/Q	<p><b>Further letter of objection from local residents received – See attached correspondence.</b></p> <p><b>Further representation from the CPRE -</b></p> <p>'I am writing on behalf of CPRE South Cotswold District. We have previously written objecting to this proposal on the grounds that over-development has led to an inappropriate design of buildings in the curtilage of a listed building. We now see that the size of the car park has quite rightly been reduced to 52 spaces to fit better with the landscape. We support this reduction though our concerns about the dangers of access to the A429 remain.</p> <p>However the car park is now too small to service the dining and accommodation envisaged in the proposal. The dining hall can accommodate 90 people seated and the pubs existing dining can take another 50. To this needs to be added staying guests who are not dining and non-resident staff. This all means that at peak there could be in excess of 150 people on site all of whom will have come to the site by car. The peak requirement for parking is thus some 75 vehicles. If this is so, then there will be extreme pressure on the parking provided and people will be forced to seek parking off the site. As this is not possible on Calmsden Lane the excess parking will be on the verge of the Fosseway. This would be extremely dangerous. The principle driver of the excess is the dining pavilion which is now hopelessly oversized for the site capacity.</p> <p>We urge the Council to refuse this application and ask the applicant to submit a revised proposal with the numbers of rooms and dining capacity more in scale with the capacity of the site.'</p>

		<p><b>One email of support received -</b></p> <p>'I confirm that I have no objection to the visibility splay as proposed.'</p> <p><b>Coloured copies of photomontages submitted with petition of objection attached as black and white photographs attached to the Schedule of Applications are unclear.</b></p>
04	17/02525/FUL CD.2878/W	<p><b>It is recommended that the following condition is attached to a decision notice if permission is granted for the proposed development -</b></p> <p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, or any other statutory instrument amending or replacing it, no extensions shall be added to the dwelling hereby approved or outbuildings erected within the application site.</p> <p><b>Reason:</b> In order to ensure that the replacement dwelling remains of a similar size and scale to the existing dwelling and to ensure that future development does not have an adverse impact on the amenity of neighbouring residents in accordance with Local Plan Policies 22 and 42.</p>
06	17/00255/FUL CD.8510/J	<p><b>Email from Cold Aston Parish Council 5<sup>th</sup> September 2017 -</b></p> <p>With regard to the following planning application to be discussed at the planning committee meeting on the 13th September 2017;</p> <p>Full Application for Change of use of land to provide a mobile home for an equestrian worker for a period of 3 years at Land Parcel At Bang Up Lane Cold Aston Gloucestershire for Mr Ben Thomas-Cook</p> <p>Unfortunately no one is able to attend from the Parish Council but the council wish to submit the following comments for this meeting;</p> <p>The Council wish to object to this application and submit the following comments;</p> <p>The original application was for 6 stables for private use, this has now turned into a large commercial livery yard.</p>

	<p>Previous applications have assured that no application for a residence would be made.</p> <p>The previous tenants lived 5+ miles away and this was never an issue for them.</p> <p>There are cheaper properties available within a 6 mile radius than the applicant is suggesting.</p> <p>There have been other properties for sale recently in the Village eg Northcote</p> <p>The applicant knew when the property was bought that it had no accommodation</p> <p>With the advancements in technology CCTV is an option and can be viewed on smart phones etc several miles away</p> <p>Parishioners who attended the meeting expressed their concerns over the increased volume of traffic already to this property. Speeding and the volume of traffic is an ongoing issue for Cold Aston. Parishioners also were concerned that if permission were granted that in later years an application would be submitted for a permanent dwelling.</p> <p>The application is for a mobile home yet the plans show a structure that is similar to a permanent log cabin.</p> <p>The proposed site is too close to the current muck heap, making it very difficult to empty, this may mean that the muck heap may well be moved outside the current developed area.</p> <p>The area where the 'mobile home' is proposed is currently used as a haylage store, where would that, be moved to?</p> <p>The cold Aston Parish Plan states that; The main conclusion is that parishioners seek to retain the status quo with little change'.</p> <p><b>Email from Cold Aston Parish Council dated the 8<sup>th</sup> September 2017 -</b></p> <p>Cold Aston Parish Council continue to object to this proposal for the following reasons:</p>
--	--

		<p>The applicants main reason for applying for the mobile home is lack of available property locally. The council believes the provision of a mobile home is just not necessary, the current tenant was fully aware of the housing situation locally when taking the stables on. A quick scan of local estate agents show several suitable potential rental properties, in fact there is a semi detached cottage currently available for rent within the parish at a cost of £850 pcm, which will equate to a similar cost as the depreciation on the proposed mobile home over the three years. The applicant has shown no interest in this property. His web site mentions CCTV so if a horse needs attention they can very soon drive to the stables from their local house.</p> <p>The proposed site is currently used as a forage store, it is extremely congested already and we are concerned that when the mobile home is installed forage and manure will have to be stored on what is currently grassland, outside the developed curtilage. The owner approached the Parish Council on 13/09/17 to suggest it may be moved further away from the muck heap so that would be an improvement but the storage space would still be lost.</p> <p>The proposed home does not appear to be at all mobile and the Council are concerned it will not be removed after three years or a further time extension be applied for, or as local residents fear, a permanent dwelling be applied for. The owner has recently told the Chairman that she struggles to find a tenant for the stables without being able to offer accommodation, however she is not the applicant. It seems very likely to the Council that this residence will become a permanent fixture.</p> <p>This development started as a small block of 6 stables for the owners use. It has expanded over the years to 16 and while the letter of the planning regulations may have been followed the owner of the site has only owned a minority of the horses kept there. It is now a significant equestrian business and parishioners have raised concerns about traffic volumes through the village, especially at weekends. There are no restrictions on working hours, unlike the workshop beside it. It is also impacting on the landscape and further development will only increase this impact.</p> <p>The current occupant is already in breach of planning conditions, offering 5 day liveries, the remaining 2 days being DIY which is in breach of the planning consent. He</p>
--	--	--

		also offers riding lessons where people bring their horses to the site, further increasing traffic.
<b>07</b>	<b>17/02488/FUL CT.3894/M</b>	<b>Letter of Objection from Cirencester West Way Residents Action Group – Please see attached.</b>
<b>08</b>	<b>17/02241/FUL CT.6303</b>	<b>Member Letter – Please see attached letter sent to all Members from the Agent dated 1<sup>st</sup> September 2017.</b>

Further Objection Comments following Further Revisions from the Applicant during August

**Application Number: 16/05371/FUL**

Address: Hare and Hounds Fosse Cross Chedworth Cheltenham Gloucestershire GL54 4NN

Proposal: Erection of 28 hotel rooms and dining pavilion, creation of new car parking and new access accommodation extensions and use of barn as plant room

Dear Sirs,

We are the residents of Fosse Cross, living on the private road (also Public footpath 71) which runs along the Northern elevation of the Hare & Hounds. We are not against plans to invigorate the pub or to provide further hotel accommodation.

However, the current proposal is of a scale, design and materials which is wholly inappropriate for the approx 2-acre plot, for its proximity to a Heritage Asset and for the wider Cotswold AONB. It crams all the new build form, 28 motel rooms and a 145 sqm Dining Pavilion, onto the current car park right up to the North and West boundaries; and turns the grass paddock into a new car park.

The proposal's primary objective is to enable the Applicant, a company running wedding venue barns, to capture the ancillary functions before and after the main event as well as overnight accommodation, all of which is presently supplied by existing businesses in the Cotswolds. The Hare & Hounds will become a secondary event venue for Cripps and Gore Barns and will completely lose its attraction to local and other non-wedding clientele.

**This proposal does NOT satisfy para 134 of the NPPF**

It will **SUBSTANTIALLY HARM** the significance of a designated Heritage Asset. Firstly, the Listed Building will be physically overwhelmed by an unsympathetic modern development: a huge dining pavilion and new conservatory with 100 covers; modular motel blocks in timber and tin; and a car park absorbing all the existing grass paddock. Secondly, the pub as a business will be significantly downsized, offering dinner only on Monday to Wednesday nights with the Dining pavilion, aimed at the wedding guests, operating for the rest of the week. The listed pub will swiftly become a disused and wasted asset.

The proposal does **NOT SECURE THE OPTIMUM Viable Use** of the pub; it simply makes use of the Hare & Hounds site for a different purpose – an additional venue for Crips Barn rather than a reinvigorated pub.

**CPRE Objection (11/7/17):** "The design and access statement implies that the development is necessary to ensure the financial viability of the pub. No evidence is provided to show that the pub is not currently viable. Furthermore, there is no demonstration that a development of the scale proposed would be necessary to ensure viability. There are many pubs in the area that are viable with no bedrooms or just the sort of number of rooms the pub currently has."

**The principal beneficiary of this over-development will be the Applicant, not the public or wider economy.**

We write to urge the Committee most strongly to reject the current proposal.

Hems 02 + 03 . 6  
16/05372/LBC + 16/05371/FUL .  
CD.6503/R. CD.6503/Q.

## REASONS FOR OBJECTING

### 1. Contrary to National and Local Planning Policies and Guidelines

NPPF – paras 17, 28, 32, 58, 109, 115, 120, 123, 130-134

Adopted Policies – 5, 26, 38, 42

Emerging Policies – EN 1, 2, 5, 15; INF4; EC11

### 2. Strong, consistent and repeated Objections from every non-Council Consultee: CAONB, Chedworth PC, CPRE, County Councillor

### 3. Design & Materials Out of Keeping with Listed Building and Cotswold Design Guide

The quasi-industrial, quasi-suburban design will dominate the listed building rather than be subservient to it. There is a plethora of incompatible design and materials throughout the project – artificial stone cladding, timber, metal mesh, corrugated tin roof, differing roof levels and pitches, vastly different build form. It is not appropriate for 2 storey commercial building next to a Heritage Asset. Even the nearby Travelodge has fully stone clad walls and a tiled roof. Design & Materials is a fundamental objection raised by every independent Consultee:

#### a. Cotswold Conservation Board

“the proposed design and materials do not reflect Cotswold vernacular. The modern industrial design does not reflect Policy DTP1 of Cotswold AONB Management Plan” (6/3/17)

“the design remains one of an industrial nature which does not reflect that of the adjacent listed building”

“few alterations have been made to design or materials which, as stated in our earlier correspondence, do little to conserve or enhance the AONB” (5/8/17)

#### Chedworth Parish Council

“The timber and corrugated metal roof of the letting rooms were out of keeping in the AONB” (15/2/17)

“The design of the dining pavilion should be improved...-it should be subservient to the main original building and not dominate”

“roofing material is out of keeping with the location and the pizza oven chimney is industrial in appearance” (12/7/17)

#### b. Campaign to Protect Rural England

“the setting of the listed building will be significantly adversely impacted and the application should be changed radically to a design more reflective of the style of, and bringing the new building better in scale with the existing [pub]” (6/2/17)

“we object to the revised plans. The grounds for our objection are the inappropriate design of the new building in the curtilage of a listed building...”

“we also object strongly to the use of corrugated tin for the roof materials of both the bedrooms and dining hall building.” (11/7/17)

Items 02 + 03. 7

16/05372/LBC + 16/05371/FUL

CD.6503/R

CD.6503/Q.



## 5. Negative Impact on AONB (High Wold Dip Slope)

The proposal will make the Hare & Hounds site the biggest commercial frontage on the Fosseway between Cirencester and Bourton. The **Cotswold Conservation Board** strongly objected:

"The Board does not consider the design to be appropriate either to its setting in the wider landscape or the adjacent listed building." (6/3/17)

"plans under consideration do not conserve or enhance the AONB as required by Section 85 of the CROW Act 2000 and should be refused" (5/8/17)

## 6. Inappropriate Scale of this Over-Development

The new built form together with the existing buildings is simply too large for the barely 2-acre site.

### a. Chedworth Parish Council

"The ... dining pavilion ... is too large and should be smaller to fit better into the site"

"the building housing the hotel rooms is too tall and should be reduced to make it less dominant (11/7/17)

### b. Campaign to Protect Rural England

"We do not think any case has been made or could be made for the scale of the proposed development."

"The scale and design of the development should be subservient to the protection of the setting of the listed building. This can be achieved with smaller development with a design more in keeping with the listed pub."

"What is currently proposed is overdevelopment. We urge the council to refuse this" (11/7/17)

### c. County Councillor Paul Hodgkinson

"The key issue is the scale of the proposed motel in the AONB- at present there is a relatively small pub with the backdrop of a small hamlet of houses in Fosse Cross and open fields... It is therefore the scale of this development which has a negative impact on the AONB" (14/2).

## 7. Commercial Viability of the Development vs Scale and Design

The Applicant has claimed that the project will only be commercially viable to it if the modern build is low-cost (ie not Cotswold vernacular) and the footprint maximised. Lack of affordability or a longer time before net profitability is not an acceptable reason for design and scale so out of keeping with a Heritage Asset or an Area of Outstanding Natural Beauty. It also raises questions about the longer-term viability of the development.

## 8. Lack of Sequencing

There is no evidence that:

- the decision to site the new motel development followed Policy regarding Sequencing; or
- the need for additional hotel rooms in the Cotswolds was investigated; or

Hems 02 + 03.8  
16/05372/LBC + 16/05371/FUL  
CD.6503/R CD.6503/Q.

- there is a major tourist attraction in the vicinity requiring additional hotel rooms.

Even if such a demand were proven, there is no justification why it cannot be provided at a more suitable location eg edge of town. The Travelodge, which provides 43 rooms, is 5 miles down the road from the Hare & Hounds. The convenience of the Hare & Hounds location for the Applicant's business is not a legitimate planning consideration.

#### **9. Lack of Precedent**

There is an out of date precedent (1994, renewed 2001) for a hotel of 32 bedrooms to be built at the far end of the paddock (away from the road). However, this was for a hotel (having inside entrance to the rooms rather than an external walkway) in Cotswold vernacular (rather than timber and tin).

This previous planning consent also allowed for a modest and sympathetic dining extension to the pub at its Southern end. This would have allowed the listed building to remain dominant and would have been incorporated into the pub (rather than an over-sized, separate building which would dominate the pub and render it visually and commercially subservient).

#### **10. Lack of effective Landscaping of New Build at Northern and Western end**

The Applicant has provided landscaping revisions to the car park in the South in response to comments and objections raised by many Consultees. However, screening of the back of the modern motel block on the western boundary relies entirely on trees not belonging to the Hare and Hounds. The front of the block relies on planting to grow 2 storeys from an ex-tarmac base. Critically, the modern buildings (motel, toilet block, Dining pavilion) are crammed right up against the Northern boundary which overlooks the private lane and the well-used Footpath 71. The proposed construction of the Dining Pavilion built into the current boundary wall and the closeness of the bedroom wing leaves no room for any effective screening.

**Cotswold Conservation Board:** - "it would be preferable if the northern elevation were set back more from the boundary wall in order to preserve the existing spaces and views of the surrounding countryside" (5/8/17)

#### **11. Traffic Safety and Dangerous Access**

The speed camera opposite the pub demonstrates that this section of the Fosseyway has a history of traffic accidents. The proposed car park access begins approx 25m from the junction of the Calmsden Road (60mph) and the Fosseyway (50mph). There is no public transport to the Hare & Hounds. Most cars will come off the Fosseyway and therefore be turning right into the proposed new car park. They may be stationary. This will result in them being shunted by vehicles turning off the Fosseyway.

a. **Chedworth Parish Council** strongly objected in all 3 submissions to the dangerous Access.

"The parish council was disappointed to see that no effort had been made to improve the access. The council feels that creating a new access onto the Calmsden Road so close to the A429 would add to the danger at an already hazardous junction...The amount of traffic on this road is certain to increase following the granting of permission for the conversion of Gore Barn to a wedding venue... there have been multiple shunts and near misses on the Fosseyway with vehicles waiting to turn right onto the Calmsden Road being 'rear-ended'. Parish councillors all have experiences of seeing accidents...

Items 02 + 03. 9  
16/05372/LBC + 16/05371/FUL.  
CD.6503/R CD.6503/Q.

For all these reasons the councillors would urge planners to take advantage of their local knowledge and NOT allow the access to the new car park to be created at this point." (12/7/17)

**b. Campaign to Protect Rural England**

"we object to the revised plans. The grounds for our objection are the ... dangerous access to car parking" (11/7/17)

**c. County Councillor Paul Hodgkinson**

"There is an adverse impact on road safety at this location due to the extra traffic generated by the proposed site and the extra turnings onto the roads".

"My concern here is that [the new access close to the Fosseway junction] will make an already busy and complicated junction more dangerous" (2/8/17)

**12. Car Park Size Wholly Inadequate for Planned Guest Capacity**

The current car park comfortably takes 30+ cars for 8 rooms and 50-60 dining covers. Initially the Applicant had proposed 90+ car park spaces in the paddock. The current planned car park has been radically reduced to 52 cars for both staff and clientele; yet the size of the Dining Pavilion has not been commensurately reduced and the motel will now total 36 rooms. The dining capacity of the combined current pub and Dining Pavilion is 150+ covers, making it the largest eatery in the rural Cotswolds. The Applicant's future wedding venue at Gore Barn, half a mile away, has guest capacity of 180. There is no roadside parking available anywhere near the Hare & Hounds. Clearly the Dining Pavilion is grossly oversized for the car park space available. This inadequate parking capacity will add to traffic safety concerns.

**13. Danger of becoming a "White Elephant"**

What will happen if the Applicant's proposed business plan to provide accommodation and additional dining facility to its wedding guests fails? The economic outlook for the UK is weakening. The new Local Plan states that the Cirencester area already has "an adequate supply of hotel accommodation". The Hare & Hounds' 8 letting rooms currently have considerable vacancy many weekends demonstrating the unsustainability of a stand-alone tourist hotel at this location. The modern industrial design of the main new motel block is unlikely to appeal to the typical or higher end Cotswold tourist. The rooms are small and functional but not obviously comfortable (no armchair, no wardrobe).

**14. Loss of Amenity for neighbours**

The Applicant has stated that the residents of Fosse Cross already suffer traffic noise from the Fosseway. There is a fundamental difference between the hum of distant traffic (heard by some residents mainly on an Easterly wind) and the noise made by a large single group of partygoers, possibly with music. The garden of the closest neighbour is 150m from the Hare & Hounds.

The Applicant has stated that it has no problems with neighbours at its village pub, the New Inn at Coln St Aldwyns. This is not a relevant comparison. The New Inn functions as a traditional village pub with a few letting rooms. It has a normal pub clientele (small groups of locals and tourists) rather than one potentially very large group of people. It also closes at 11pm rather than the proposed 1am for the Hare & Hounds.

Items 02 + 03 . 10  
16/05372/LBC + 16/05371/FUL  
CD. 6503/R CD. 6503/Q.

## **THE BENEFITS TO THE PUBLIC ARE MARGINAL**

**There is no evidence that this over-development will enhance the broader rural economy or provide sustainable public benefits. The principal beneficiary will be the Applicant.**

### **15. Proposal will NOT promote quality sustainable tourism, it will inhibit it**

The Applicant's stated intention is to provide accommodation for its overnight wedding guests who currently secure accommodation elsewhere in the Cotswolds and to enable all the guests at the wedding (up to 100 at Cripps Barn and up to 180 at Gore Barn) to dine together in one room.

Other tourists won't want to stay in a motel where most guests will be attending a function and returning late at night. Moreover, locals and non-wedding tourists won't want to dine in such a 'clubby' environment where they will feel overwhelmed.

Wedding guests will ferry between the various event venues in vehicles and are highly unlikely to spend time or money elsewhere in the Cotswolds.

### **16. Proposal will NOT create significant high-quality jobs or sustainable employment**

The Applicant has significantly reduced its employment estimate from 30 to 18 full-time employees. Until the development is complete and fully functioning this remains an estimate. Moreover, given the nature of the hospitality industry in general and this proposed business in particular (small rooms to clean, pizza/rotisserie menu) these new jobs will be low-paid, low-skilled and offer minimal career opportunities, contrary to the Cotswold objective to create high quality sustainable jobs. In addition, all employees will need to use cars – there is no public transport in Fosse Cross.

**In conclusion, the significant harm to the listed building (which does not need preserving and which is an existing viable business) is not outweighed by public benefit.**

We write to urge the Committee most strongly to reject the current proposal and to request the Applicant to submit a coherent revised proposal which would address the serious planning issues but at the same time still satisfy the Applicant's legitimate commercial expansion plans.

**This proposal could be readily made more acceptable by modest changes to the current plan:**

1. The Dining Pavilion should be reduced to integrate with and not overwhelm the traditional pub and to be commensurate with parking spaces
2. The density of the new build should be taken off the Northern boundary to enable appropriate landscaping mirroring that on the Southern boundary
3. Design & Materials to be uniform and in keeping
4. Find a safer access to the Hare & Hounds

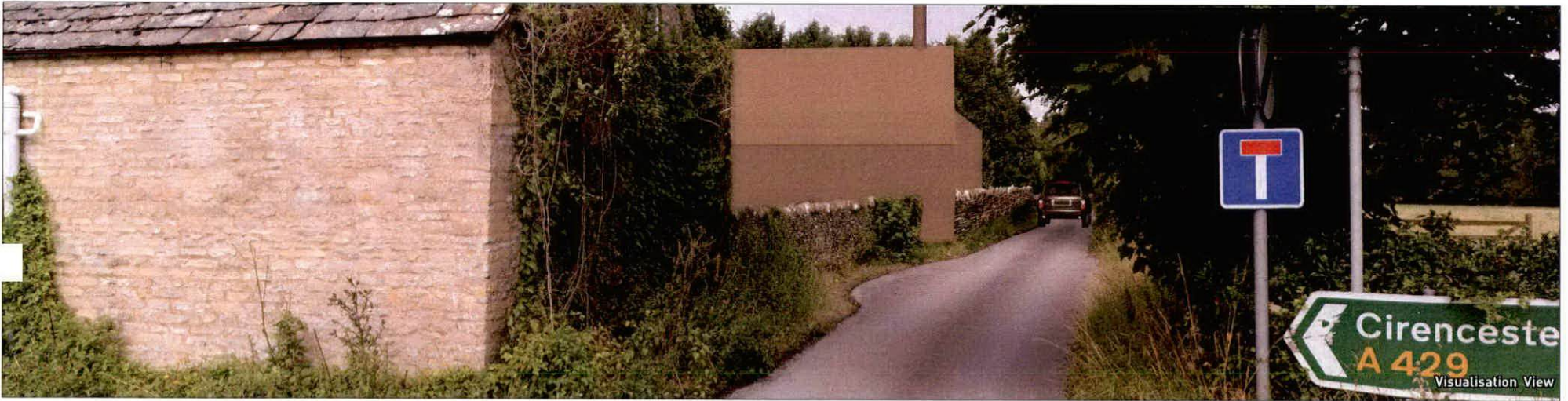
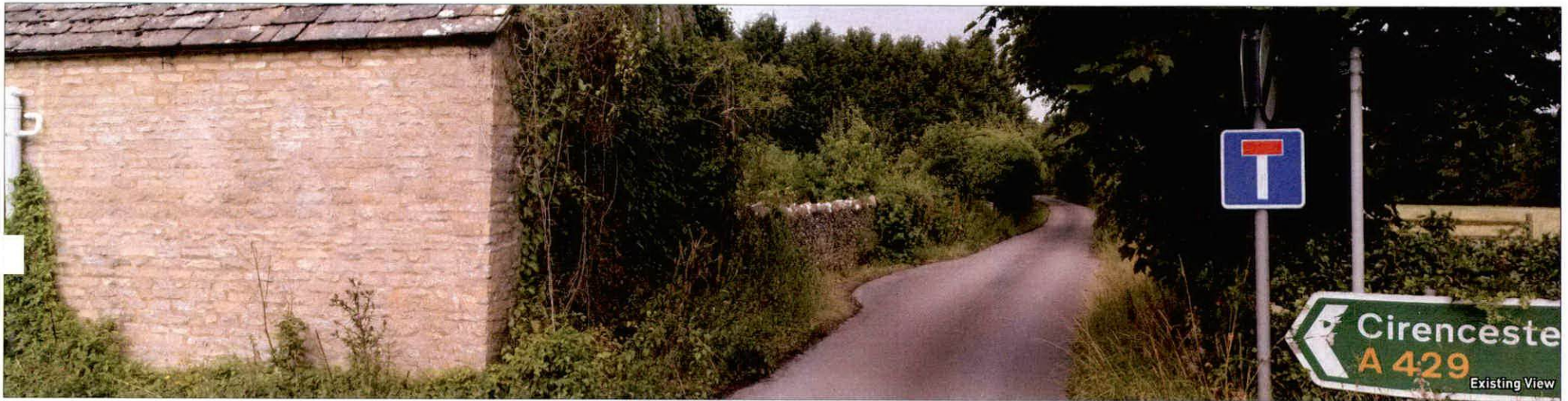
**OR by reverting to the original planning consent of 2000.**

**OR by making more radical alterations to the internal and external pub building**

Yours faithfully,

The Residents of Fosse Cross

Items 02 + 03. 11  
16/05372/LBC + 16/05371/FUL  
CO.6503/R CO.6503/Q.



VISUALISATION 1



Camera make and model: Canon EOS 5D with a fixed 50mm lens.  
 Date & time of photography : 25/07/2017 @ 10:34  
 OS reference : 406850, 209453  
 Viewpoint height : 168m  
 Recommended Viewing distance : 30cm  
 Angle of view : 75°  
 Camera height set at 1.5m  
 Document dimensions (420mm x 297mm)

**Hare & Hounds,  
 Fosse Cross**

Client: Anne Collier  
 DRWG No: **P17-0216\_01** Sheet No: **1 of 3**  
 Drawn by: CS Approved by: AD  
 Date: 03/08/2017 REV: A



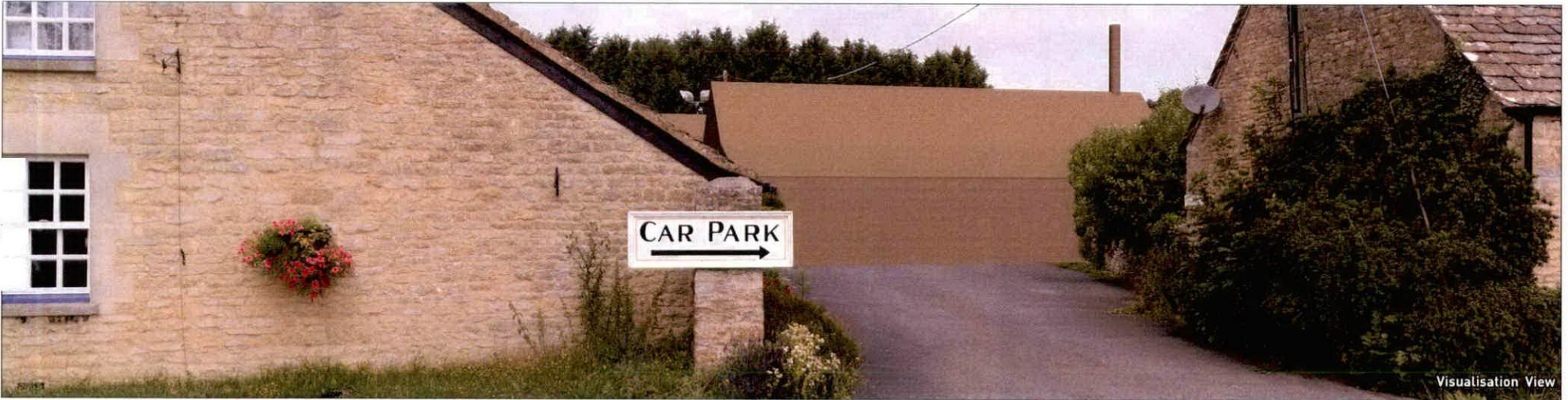
HEMS 02 + 03  
 1610537121/BC + 161053711/FO  
 CD: 6500312 CD: 6500319

161053711/FO





Existing View



Visualisation View

Herms 02 + 03  
 16/05/2017 PC +  
 CD.65031R  
 16/05/2017 FY  
 CD.65031R  
 14



Camera make and model: Canon EOS 5D with a fixed 50mm lens.  
 Date & time of photography : 25/07/2017 @ 10.42  
 OS reference : 406841, 209438  
 Viewpoint height : 168m  
 Recommended Viewing distance : 30cm  
 Angle of view : 75°  
 Camera height set at 1.5m  
 Document dimensions (420mm x 297mm)

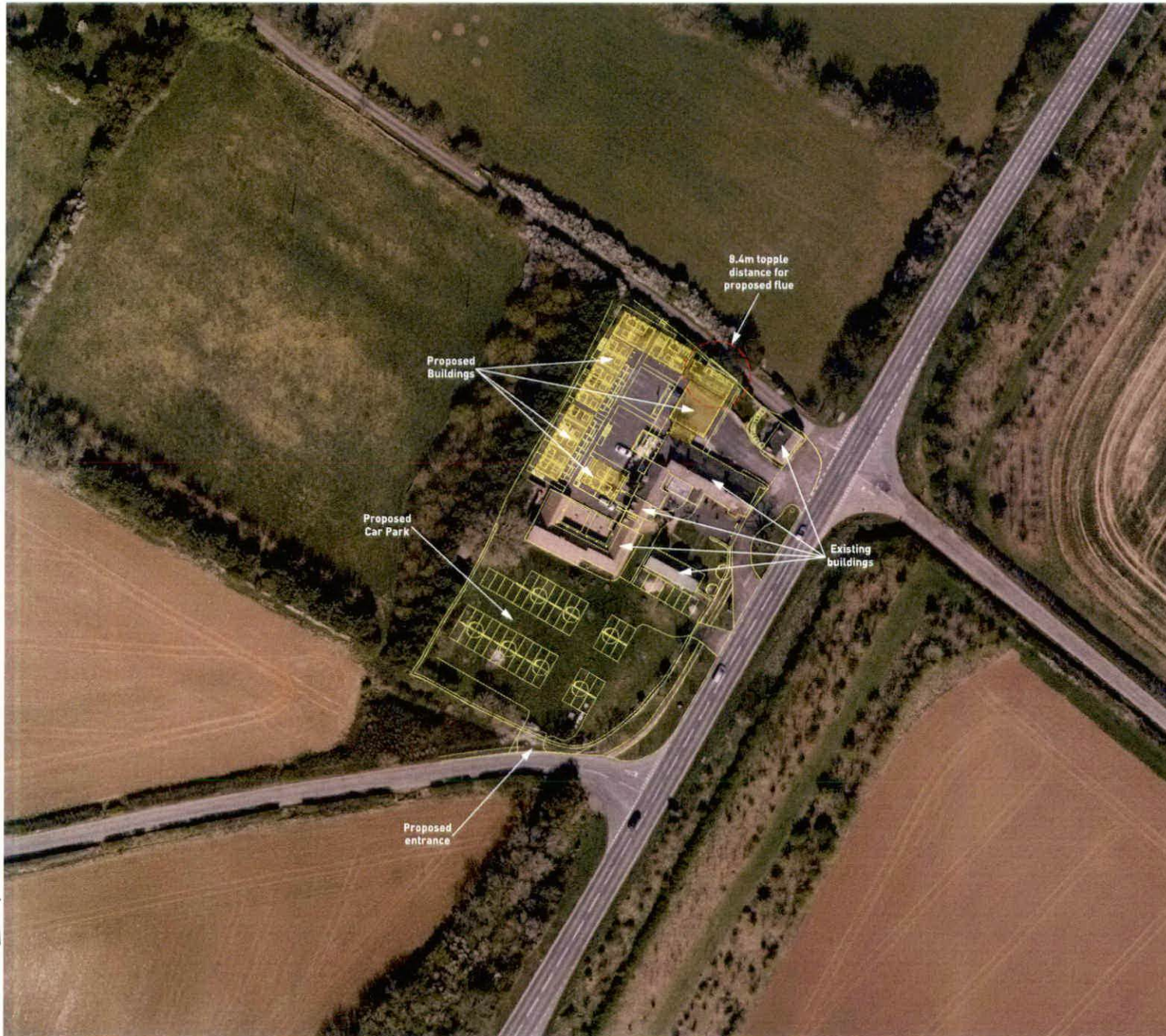
**VISUALISATION 3**

**Hare & Hounds,  
Fosse Cross**

Client: Anne Collier  
 DRWG No: **P17-0216\_01** Sheet No: **3 of 3**  
 Drawn by: CS Approved by: AD  
 Date: 03/08/2017 REV: A



Hemes 02 + 03  
 16/05/3724/BC + 16/05/371/FL  
 CD. 65003/12 CD. 65003/19  
 15



Revisions:  
 First Issue - 02/08/2017 AD

## Aerial Proposals Overlay Hare and Hounds, Fosse Cross

Client: Anne Collier  
 DRWG No: **P17-0216\_02** Sheet No. \_ REV. \_  
 Drawn by: AD Approved by: **UHA1**  
 Date: 02/08/2017  
 Scale: 1:1,000 @ A3  
**Pegasus**  
 Environment





## Cirencester West Way Residents Action Group [CWRAG]

Planning Application 17/02488/ful by Consultants Pegasus Group on behalf of Snap Fitness 24/7 for the conversion of Forum House, South Way, Cirencester. [Previously Job Centre Class A2 to Class D2] to form a Gym and Fitness Centre with associated private parking. Operating 06:00 to 23:00 Monday to to Sunday.

Submission made to members of the CDC Planning Committee at their meeting on the 13th September

These are Statements of Objection by local residents living in West Way, Cirencester and adjacent areas, who would have their environmental standards and quality of life affected by these proposals and this application.

Item 07  
17/02488/FUL. 1b  
CT.38941M.

# CONTENTS

- 1 INTRODUCTION
- 2 SITE DESCRIPTION
- 3 SITE HISTORY
- 4 CURRENT SITE
- 5 PUBLIC TRANSPORT
- 6 FORUM PUBLIC CAR PARK - CURRENT
- 7 FORUM PUBLIC CAR PARK - FUTURE
- 8 PLANNING POLICY
- 9 CONCLUSIONS

Item 07 17  
17/02/08/FUL  
CT. 38941m.

## 1.0 INTRODUCTION

The National Planning Policy Framework [NPPF]  
Extract: From Foreword by Minister

“.....Sustainable development is about change for the better, and not only in our built environment,.....Planning must be a creative exercise in finding ways to enhance and improve the places in which we live our lives,.....In past people have been put off from getting involved because planning policy itself has become so elaborate and forbidding - the preserve of specialists, rather than people in communities. “

Rt Hon Greg Clark, M.P., Minister for Planning

### 1.1

Cirencester West Way Residents Action Group [CWRAG] comprises residents of West Way and associated areas. The group has been formed specifically to oppose the application 17/02488/ful which they know will materially affect their quality of life and environment. Posing a danger to pedestrians in South Way and in the narrow road with no pavements in West Way.

### 1.2

Residents living here in St Blaize Court have achieved that most desirable attribute of owning a town centre property which is situated in a quiet close and has individual parking spaces in front, one per dwelling. This quiet environment is now threatened by a potentially constant movement of cars generated by gym users if his application were successful.

## 2.0 SITE DESCRIPTION

Item 07 18  
17/02488/ful.  
CT.38941m.

## 2.1

West Way is a cul-de-sac spurring off the main road at its junction with South Way. It serves all the residences in St Blaize Court, The Walled Garden and Akeman Court. Two small local businesses, one of which is a learning centre "The Learning Emporium" providing educational facilities and classes in educational help for primary and secondary children. Children access here mainly in the afternoons and early evening.

## 2.2

Further into West Way there is a pedestrian access to the rear of a local pub fronting onto Cricklade Street. Forum House is situated on the east side of West Way and fronts on to South Way.

To the rear of Forum House are some 12 private parking bays belonging to Forum House and accessed from West Way at a point immediately opposite residents houses in St Blaize Court.

These houses are situated some 6 and 10 metres from the parking bays opposite. The adjacent properties of the "Walled Garden", contain houses some 4 metres from the parking bays. West Way then extends and finally ends with further houses and flats in Akeman Court.

## 2.3

Immediately to the south of Forum House and adjoining it is a narrow alley. On the other side and abutting the alley are the houses of "The Walled Garden" a small residential close. Their windows and walls are some 4 metres from the parking bays. Adjacent here is also South Way House, currently being converted into apartments which rise at a high level over the "Walled Garden" premises. These apartments have Dormer windows, which at the rear, face directly towards the Forum House parking bays.

2.4 The applicants site is located within the Cirencester Town Centre Conservation area

## 3.0 SITE HISTORY

### 3.1

Forum House has been empty for some 9 months. Prior to this it was used as a Job Centre for about 20 years. During his time the parking was used exclusively for staff. Staff parked their cars first thing in the morning for the whole day and left in the evening. Just two sets of movements a day. This created no problems for residents.

19

Item 07.  
17/02488/FU  
CT.3894/m.

## 4.0 CURRENT SITE

### 4.1

In recent months unauthorised people have begun parking their cars in the Forum House bays. However this has not so far greatly inconvenienced West Way residents because it is mostly cars which stay put all day and night with no continuous movements. This practice is typical of what is happening throughout Cirencester now. Residential roads, and even bridges, are full of unauthorised "Fly Parking"

### 4.2

Gym Parking here at the rear of Forum House, is proposed by the applicant.

*"These parking spaces will be retained as part of the proposals and will be available for customers and members of staff using the gym"*

By offering free of charge parking this would induce a totally different pattern of car use, Our research indicates that Gym user stay between 1 to 2 hours per session. This would mean that a constant flow of users seeking parking would be entering and leaving West Way, Users would naturally drive first into West Way to search for these free of charge spaces.

### 4.3

Each car would constitute a movement in front of residents houses, and constitute a danger to pedestrians with no pavements. If finding the parking bays full, gym users would then have to reverse in the narrow road, and exit to the Forum pay car park. All these movements would create noise, doors slamming, voices, and environmental pollution. This planned to occur all week from 06:00, opening hours, Monday to Sunday, and will be totally unacceptable to residents living a few metres away. Again in the evening this would be repeated right up to closing time 23:00. Staff would have to arrive and be in the building even earlier and later.

## 5.0 PUBLIC TRANSPORT

### 5.1

The east side of Forum House fronts onto the pavement in South Way. Buses wait alongside the pavement. CDC Local {Plan 2011-2031 Reg 19 June 2016 to be ratified November 2017

## Policy S3 B d

### *Creating an improved public transport interchange at South Way*

Bus services operate to Swindon and Cheltenham and to some local areas on hourly timings. Some parts of the town are not served at all. Other services operate on an intermittent basis to surrounding towns and villages. Generally buses cease after 19:00. This means that if placed here gym users could not rely generally on public transport being conveniently available, to very many parts of the town and surrounding areas, and certainly not in evenings.

#### 5.2

Buses wait in long series lines here immediately in front of the Forum House pavement, currently up to 5 buses at peak times. This is the Local Plan designated Central bus station and hub. The public wait here for buses and have a series of stone benches which they use as seats. Passengers have to cross the road here to catch buses on differing sides

Opposite to where the buses wait, to the east across South Way, is the CDC Forum Public Car Park. The entrance and exit to this car park lies immediately opposite the front of Forum House and waiting buses. The combination of buses, cars and pedestrians here is well known throughout the town as a source of congestion and traffic conflicts.

#### 5.3

Conflicts constantly occur between cars wishing to progress north along South Way meeting head on with cars coming in the opposite direction and everyone trying weave between parked buses and cars trying to enter/leave the car park. All adding up to a real issue for the safety of pedestrians trying to cross the road here.

There are number of disabled bus users we know, and they often have a real struggle crossing the road with traffic density here.

#### 5.4

On the 4th September, 2017, GCC Highways have erected two additional passenger bus shelters, with road markings forming new stops here. One immediately outside Forum House on the west side of South Way and another one on the opposite east side. These two new bus stops are very nearly opposite to each other and make the problems with car conflicts even worse as cars have to chicane between buses, other cars and pedestrians.

#### 5.5

Additional traffic flows which would be generated by a gym users cars focussed here would seriously exacerbate this situation

21

Item 07  
17/02488/FUL  
CT.3894M

## 6.0 FORUM PUBLIC CAR PARK - CURRENT

### 6.1

Directly opposite to Forum House is the entrance and exit to the CDC Forum public car park this has a maximum of 191 spaces. This is in a central location and attracts a high volume of users. At many times of the day the park is operating with the number of occupied spaces ranging, from 180/188 to being completely full with 191 spaces in use.

This is completely contrary to applicants statement that this large car park is available and has 191 accessible free bays. This may only occur past midnight. Furthermore, even at levels in use of 187 spaces, many drivers get fed up with circulating to find spaces, and exit [churn] Churn figures are not available. But usage statistics are available from the CDC Parking Board and a PDF copy of this is attached to this document.

### 6.2

From these figures it is clear that if only a handful of gym users were to park here it would at many points in the day make the park completely full at the maximum 191 spaces.

## 7.0 FORUM PUBLIC CAR PARK - FUTURE

### 7.1

This car park has a maximum of 191 spaces. CDC Parking Board is now planning a multi-level car park in the Waterloo. If adopted, construction over the next 1/2 years will mean up to a further 233 users will be seeking alternative parking. Much of which will fall upon the Forum Public Car Park.

Cotswold District Local Plan 2011 -2031 Reg 19 June 2016 pending ratification November 2017 states in sections;

#### 7.1.1 Cirencester Town Centre

*7.1.1.3.1 Cirencester's retailing and commercial importance far outstrips the rest of the District, and benefits from a vital and viable town centre economy that draws in large numbers of shoppers, commuters and others daily. The rural nature of the surrounding areas, along with relatively poor public transport services, means that*

Item 07  
22 17/02/18/FUL  
CT. 38941M.

*the majority of people from outside Cirencester travel into the town by car. Conversely, parking survey results indicate that a relatively small percentage of motorists travel into the town centre from Cirencester's suburbs<sup>(22)</sup>.*

Cirencester will in future face an explosive demand for car parking. The commercial history of the town since Roman times been as a market centre. People over a particularly wide surrounding area seek to access services by parking in the town.

## 7.2

For example, we have discussed with Fairford and Tetbury Town Councils, the figures for new housing units in their towns. From here residents will undoubtedly focus to drive their cars to Cirencester as their market town. This is in addition to surrounding villages.

Tetbury New Units 250 houses going up now. 120 in process over next year. A grand total allocation of 800 units over next 5+ years. Some of the units will be mixed types of housing. So taking 250+ 120 most of this immediate tranche will be owner occupied, Taking one car per household [rising towards 2 cars per household over next 8-10 years as children grow up and have their own cars, a factor that we see every day in Cirencester] indicating a total of 300 cars. Clearly not everyone will want to, or be able to access Cirencester simultaneously, but on market days you could see on conservative estimates 20% 60/100 cars coming into the town from Tetbury spread through the day.

Fairford The figures look very similar, the figure for new units over next 3/5 years is 450 units being built and in place. Developers are now making application for further 120 units.

Chesterton BDL application for 2350 housing units, It is possible that this number could potentially be reduced by CDC to something like 1500 units in a first tranche. We appreciate that the units would be mixed use types and therefore one cannot directly correlate units with car numbers. However there is clearly an awful lot of car potential likely to come into the town. This could quickly use up any new capacity formed by a multi-level park in the Waterloo and other areas.

Hence the concern to avoid creating any new traffic and parking demand in town, the Forum, which would be specifically focussed by Gym users on the Forum area if this application is allowed here



## 8.0 PLANNING POLICY

### 8.1

The national Planning policy Framework [adopted March 2012] [NPPF] sets out the Government's planning policies for England at a national level and how they are expected to be applied

### 8.2

**NPPF Paragraph 12** confirms that the Development Plan is the starting point for decision making. Developments that accord with an up to date Local Plan should be approved

8.3 Cotswold District Local plan 2001 - 2011 [saved and adopted April 2006]

### . TRAFFIC AND ENVIRONMENT IN CIRENCESTER TOWN CENTRE

#### Policy CIR 1

#### Traffic and Environment in Cirencester Town Centre

- 1 *Measures to reduce, manage and calm traffic, integrate public transport improve facilities for cyclists, pedestrians and the disabled; and improve the environment throughout Cirencester town centre and along the main traffic, cycle and pedestrian routes into and out of it.*

Applicants plans do not accord with CDC Local Plan and Policy CIR 1 and should not be approved

These would fundamentally increase traffic flows specifically focussed on the Forum area, [See our section 5.5, 5.4, and 5.5 above]

They will create less safety for disabled people crossing the road at the bus hub in South Way

Would develop and focus additional traffic in the noted dangers areas of the bus hub in South Way, and within the town for traffic and in the main traffic routes in the town centre, South Way. [See our sections 5.5, 5.4 and 5.5 above.]

Will harm the quality of life and the environment for residents and pedestrians in West Way

24

Hem 07  
17/02488/FA  
CT.38941m

## 9.0 CONCLUSIONS

### 9.1

Our research indicates that increased traffic flows would occur in South and West Way following any approval of a gym here. We have undertaken discussions with Andrea North, Manager, of the CDC Gym in Tetbury Road, she told us that an extremely high proportion of their gym customers come in cars from the surrounding towns and villages as well as local cars.

This is an indicator of a future situation at the Forum, if this application is approved.

### 9.2

Snap marketing polices may not target exactly these same groups, but the general trends are there. We have carried out careful research into the existing gym market and find that, whilst a relatively small number of people arrive on foot or by cycle or bus, by far the majority arrive by car and need to park.

We have analysed Snaps marketing strategy and know that they will target corporates in the town with special offers to organisations and their staff/students. This would include St James Place and the RAU to name a few. Taking the RAU students and staff as a case, they are located 1.5 miles from town centre and in order to go to a gym would always means a car journey. There is also a business section of potential users who will always want to go to any gym early in the morning and be in their offices, or on the road by 08:30. This can only be achieved by driving and parking at a gym site.

### 9.3

This illustrates what we mean when we say a large increase in traffic would be focussed on all of the Forum area, and the environmental effects on West Way residents are totally unacceptable

### 9.4

Some local people have expressed views in favour of a gym operated by Snap Fitness 24/7. We have absolutely no objection to to Snap corporately, or a 24 hour gym in Cirencester. We say that this may be the right application for those people who work in the hospitality sector or who work shifts, but totally in the wrong place at The Forum. Pegasus in selecting this site have failed Snap by not achieving their 24/7 USP

### 9.5

In other locations throughout the UK other consultants and agents have achieved Snaps 24/7 objectives. For example;

25

Item 07  
17/02488/FUL  
CT. 3894/m.

**Gloucester:** Opening September, 24/7 No public objections

**Trowbridge:** Now Open 24/7 in a previous retail unit. 200+ public car parking bays available above in attached retail complex

**Chippenham:** 24/7 Planning Application now closing. No public Objections. Only two comments. 30 private car parking spaces attached.

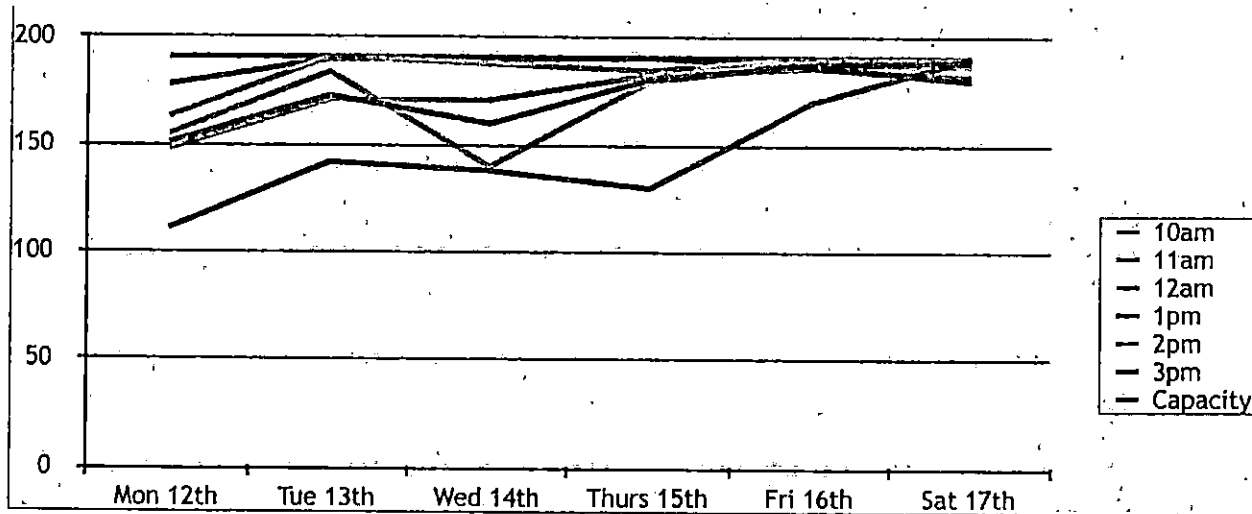
9.6

To safeguard residents quality of life and environment, safety of pedestrians and school children attending the "The Learning Emporium." Residents will resolutely oppose any parking movements to the bays at the rear of Forum House outside of the hours of 10:00 to 15:00 and all day on Sundays

26

HEM 07  
17/102488/FU  
CT.38941M

Forum 191	June 2017						Capacity	Bikes
	10am	11am	12am	1pm	2pm	3pm		
Mon 12th	111	151	163	178	148	155	191	0
Tue 13th	142	173	191	190	171	184	191	1
Wed 14th	138	160	188	190	171	140	191	8
Thurs 15th	130	181	185	191	183	180	191	2
Fri 16th	170	188	191	187	186	188	191	0
Sat 17th	191	189	191	180	182	187	191	0

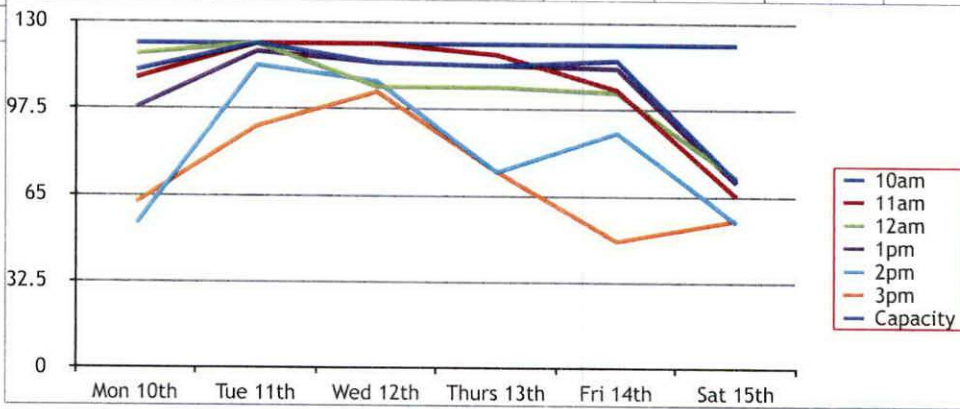


27

Item 07

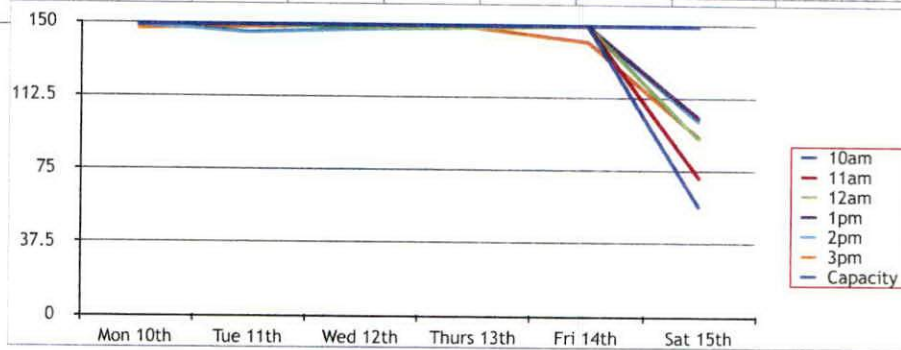
171021988 RA  
 CT:300941M

Leisure Centre 122							
	10am	11am	12am	1pm	2pm	3pm	Capacity
Mon 10th	112	109	118	98	54	62	<b>122</b>
Tue 11th	122	122	122	119	114	91	<b>122</b>
Wed 12th	115	122	106	115	108	104	<b>122</b>
Thurs 13th	114	118	106	114	74	74	<b>122</b>
Fri 14th	116	105	104	113	89	48	<b>122</b>
Sat 15th	71	65	72	70	55	56	<b>122</b>



Hem 07  
 17/02488/FUL  
 CT.38941M.  
 28

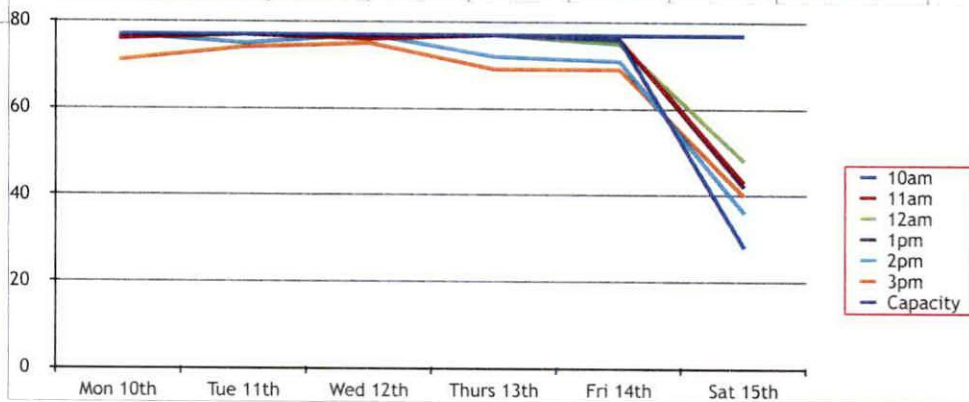
Old station 149								
	10am	11am	12am	1pm	2pm	3pm	Capacity	Bikes
Mon 10th	149	149	149	149	149	147	149	2
Tue 11th	149	149	149	149	145	148	149	2
Wed 12th	149	149	148	149	147	149	149	2
Thurs 13th	149	149	148	149	148	148	149	3
Fri 14th	149	149	149	149	149	141	149	3
Sat 15th	56	71	91	102	100	92	149	1



29

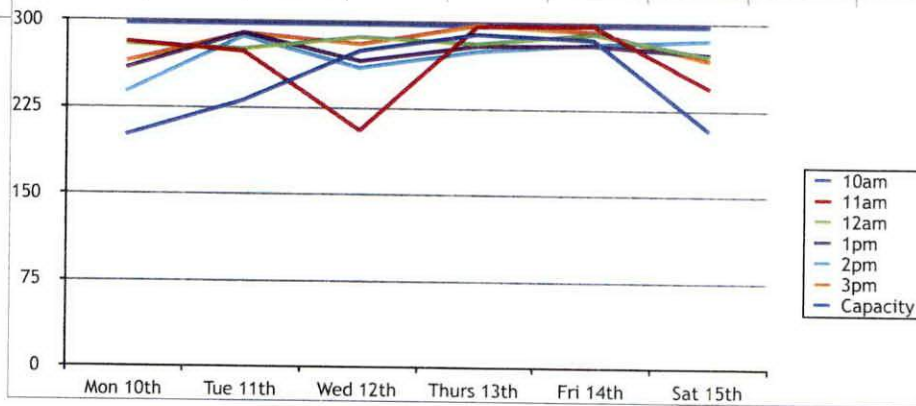
Item 07  
 17/02/88 / Ful  
 CT. 3894m.

Shhep Street 77							
	10am	11am	12am	1pm	2pm	3pm	Capacity
Mon 10th	77	76	77	77	77	71	77
Tue 11th	77	77	77	77	75	74	77
Wed 12th	77	76	77	77	77	75	77
Thurs 13th	77	77	77	77	72	69	77
Fri 14th	76	76	75	76	71	69	77
Sat 15th	28	43	48	42	36	40	77



Hem 07.  
 17/02488/FUL  
 30 CT. 3894/m.

Brewery 298	10am	11am	12am	1pm	2pm	3pm	Capacity
Mon 10th	201	282	280	259	238	265	298
Tue 11th	231	274	276	290	287	290	298
Wed 12th	275	206	287	266	260	281	298
Thurs 13th	290	297	282	280	275	298	298
Fri 14th	286	298	291	281	282	293	298
Sat 15th	207	244	272	274	286	268	298

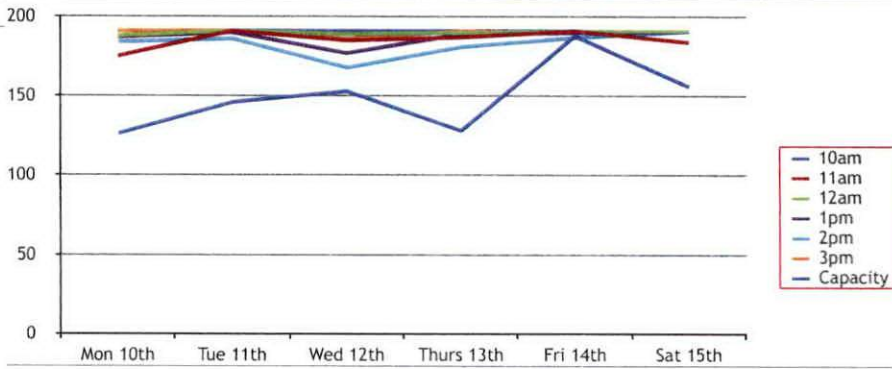


31

Item 07  
 17/02488/FUL  
 CT.3894m.

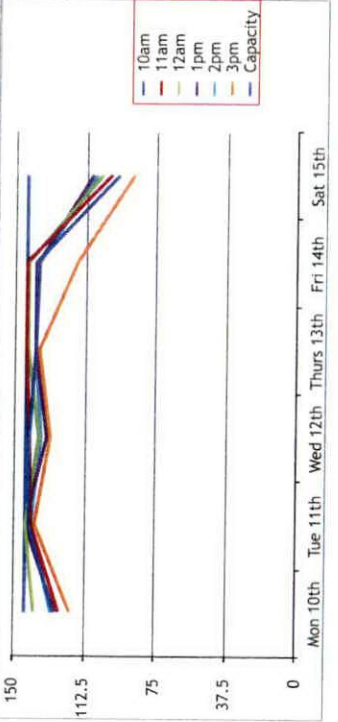


Forum 191	July 2017	July 2017	July 2017	July 2017	July 2017	July 2017	July 2017		
	10am	11am	12am	1pm	2pm	3pm	Capacity		Bikes
Mon 10th	126	175	188	187	184	191	191		
Tue 11th	146	191	191	190	186	191	191		0
Wed 12th	153	185	189	177	168	186	191		0
Thurs 13th	128	187	190	189	181	191	191		1
Fri 14th	188	191	191	190	187	190	191		2
Sat 15th	156	184	191	191	191	191	191		0



HEM 07.  
 17/02488 FU  
 CT-3894/m

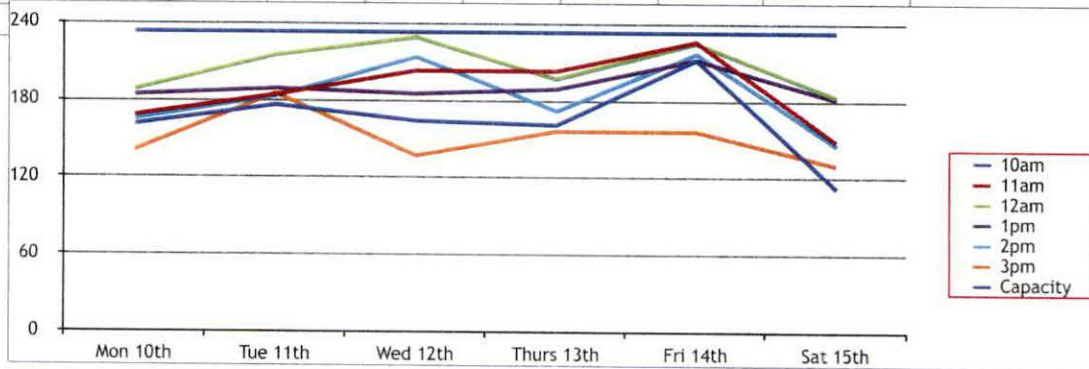
Beeches 144		10am	11am	12am	1pm	2pm	3pm	Capacity	Bikes
Mon 10th		129	126	139	128	130	120	144	0
Tue 11th		142	141	144	144	141	139	144	0
Wed 12th		142	142	137	133	136	131	144	0
Thurs 13th		139	144	143	139	139	137	144	0
Fri 14th		139	144	143	138	137	117	144	0
Sat 15th		95	99	104	109	107	87	144	1



33

HEM 07.  
 171024000/FUL.  
 CT.38094M.

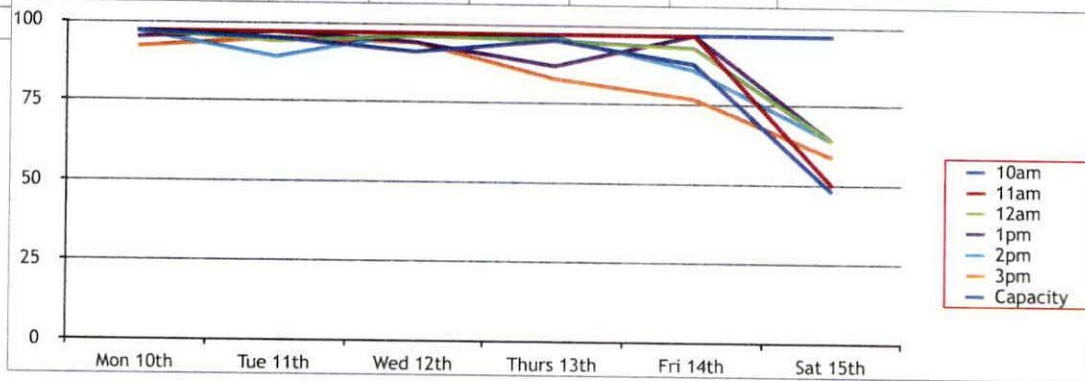
Waterloo 233	10am	11am	12am	1pm	2pm	3pm	Capacity
Mon 10th	161	168	188	184	165	141	233
Tue 11th	176	184	215	189	183	185	233
Wed 12th	164	203	229	185	214	137	233
Thurs 13th	161	203	197	189	172	156	233
Fri 14th	212	226	225	212	217	156	233
Sat 15th	112	148	183	181	145	130	233



34

Hem 07  
17/02/88/FUL  
CT. 38941M

Abbey 97							
	10am	11am	12am	1pm	2pm	3pm	Capacity
Mon 10th	97	97	97	95	97	92	97
Tue 11th	95	97	94	97	89	95	97
Wed 12th	91	97	96	94	97	94	97
Thurs 13th	95	97	95	87	96	83	97
Fri 14th	88	97	93	97	86	77	97
Sat 15th	48	50	64	64	64	59	97



35

HEM 07  
 17/02/88/FUL  
 CT. 3894/M

	10am	11am	12am	1pm	2pm	3pm	
7/10/17							5 or less spaces
Leisure Centre 122	10	13	4	24	68	60	
Old Station 149	0	0	0	0	0	2	
Sheep Street 77	0	1	0	0	0	0	6
Brewery 298	97	16	18	39	60	33	
Forum 191	65	16	3	4	7	0	
Beeches 144	15	18	5	16	14	24	
Waterloo 233	72	65	45	49	68	92	
Abbey 97	0	0	0	2	0	5	
1312	259	129	75	134	217	222	5% or less
Long stay 701	87	84	50	67	82	129	
	12%	12%	7%	10%	12%	18%	
Short stay 611	172	45	25	67	135	93	
	28%	7%	4%	11%	22%	15%	
7/11/17							
Leisure Centre 122	0	0	0	3	8	31	
Old Station 149	0	0	0	0	4	1	
Sheep Street 77	0	0	0	0	2	3	
Brewery 298	67	24	22	8	11	8	
Forum 191	45	0	0	1	5	0	
Beeches 144	2	3	0	0	3	5	
Waterloo 233	57	49	18	44	50	48	
Abbey 97	0	0	3	0	8	2	
Long stay 701	171	76	43	56	91	98	
701	59	52	21	44	67	59	
	8%	7%	3%	6%	10%	8%	
Short stay 611	112	24	22	12	24	39	
	18%	4%	4%	2%	4%	6%	
7/12/17							
Leisure Centre 122	7	0	16	7	14	18	
Old Station 149	0	0	1	0	2	0	
Sheep Street 77	0	1	0	0	0	2	
Brewery 298	2	27	11	32	38	17	
Forum 191	38	6	2	14	23	5	
Beeches 144	2	2	7	11	8	13	
Waterloo 233	69	30	4	48	19	96	
Abbey 97	6	0	1	3	0	3	
Long stay 701	124	66	42	115	104	154	
701	77	33	13	62	29	114	
	11%	5%	2%	9%	4%	16%	
Short stay 611	47	33	29	53	75	40	
	8%	5%	5%	9%	12%	7%	
7/13/17							
Leisure Centre 122	8	4	16	8	8	48	
Old Station 149	0	0	1	0	1	1	
Sheep Street 77	0	0	0	0	5	8	
Brewery 298	8	1	16	18	23	0	
Forum 191	63	4	1	2	10	0	
Beeches 144	5	0	1	5	5	7	
Waterloo 233	72	30	36	44	61	77	
Abbey 97	2	0	2	10	1	14	
Long stay 701	158	39	73	87	114	155	
701	79	30	40	59	73	107	
	11%	4%	6%	8%	10%	15%	
Short stay 611	79	9	33	28	41	48	
611	13%	1%	5%	5%	7%	8%	
7/14/17							
Leisure Centre 122	6	17	18	9	33	74	
Old Station 149	0	0	0	0	0	8	
Sheep Street 77	1	1	2	1	6	8	
Brewery 298	12	0	7	17	16	5	
Forum 191	3	0	0	1	4	1	
Beeches 144	5	0	1	6	7	27	
Waterloo 233	21	7	8	21	16	77	
Abbey 97	9	0	4	0	11	20	
Long stay 701	57	25	40	55	93	220	
701	36	8	15	28	40	140	
	5%	1%	2%	4%	6%	20%	
Short stay 611	21	17	25	27	53	80	
611	3%	3%	4%	4%	9%	13%	
7/15/17							
Leisure Centre 122	51	57	50	52	67	66	
Old Station 149	93	78	58	47	49	57	
Sheep Street 77	49	34	29	35	41	37	
Brewery 298	91	54	26	24	12	30	
Forum 191	35	7	0	0	0	0	
Beeches 144	49	45	40	35	37	57	
Waterloo 233	121	85	50	52	88	103	
Abbey 97	49	47	33	33	33	38	
Long stay 701	538	407	286	278	327	388	
701	361	289	210	202	248	292	
	51%	41%	30%	29%	35%	42%	
Short stay 611	177	118	76	76	79	96	
611	29%	19%	12%	12%	13%	16%	

Item 07  
17/02/2023/FU  
3b CT.38944M

1<sup>st</sup> September 2017

Councillor Andrews  
Cotswold District Council  
Trinity Road  
Cirencester  
Gloucestershire  
GL7 1PX

Dear Councillor Andrews

## Planning application at Former Elkstone Dairy, Elkstone

I write in respect of application 17/002241/FUL which is to be presented at your Planning Committee on Wednesday 13<sup>th</sup> September. The scheme is for the replacement of two large barns at Elkstone Farm with five new dwellings.

The site has an extensive recent planning history. Two planning applications have been granted for residential development which involves the conversion of the existing buildings. The first of these was granted in 2015 (15/01168/FUL) which was for 8 residential units, and the second in 2016 (16/01672/FUL) for 10 residential units. Both schemes remain extant.

As we understand it, the current application has been referred to Planning Committee in recognition of the extensive nature of the pre-application discussions and the positive feedback we have received from your Officer's to date. However, within the last month, a change in Case Officer has led to a change in the Officer's recommendation.

Our client has undertaken extensive formal pre-application discussions with Council Officers which commenced in January 2016. Through these discussions with the Council's Planning, Conservation and Landscape Officers, a consensus has been reached that something better than the extant scheme could be achieved on the site. Working extensively with Officers, it has become apparent that the comprehensive development of the site would bring a more positive design solution, particularly given the sites location in the Cotswolds Area of Outstanding Natural Beauty.

Hen 08.  
17/02241/FUL  
CT. 6303.



Whilst the current proposal represents a new build, there are a somewhat unique set of circumstances in this particular case which are material to the consideration of this planning application. In permitting this planning application, it could not successfully be argued that any precedent had been set. The proposed redevelopment scheme results in demonstrable local benefits in terms design and landscape impact in comparison to the fallback position. These are as follows;

1. Reduction in the number of units proposed from the 10 units which form part of the extant scheme to 5 dwellings. That reduction will significantly reduce the intensity of domestic paraphilia and activity at this site;
2. The entire scheme and all domestic curtilages are to be sited within principal footprint of the buildings. On top of this, there is a significant reduction in the footprint of the buildings on site and the level of hardstanding;
  - Existing footprint of buildings on site: 41,890 sq ft
  - Extant 10 unit scheme footprint: 21, 775 sq ft
  - Proposed footprint: 10,516 sq ft
  - The extant scheme represented a reduction in built form and hardstanding from the existing situation to 2,800 sq m (30,138 sq ft). The proposed scheme goes further and comprises a further reduction in this total with a combined total of 22,604 sq ft of buildings and hardstanding.
3. The above presents an opportunity for significant biodiversity enhancements which form part of the landscaping and ecological elements, which have been incorporated as part of the scheme;
4. A high quality and sensitive design approach which results in a reduced footprint, massing and scale to the existing buildings on site and will improve the setting of the Area of Outstanding Natural Beauty.

Clearly, this case is somewhat unique. The existing buildings are highly unusual in terms of their form, mass and bulk and, the fact that there is an extant scheme in place for their conversion. Furthermore, there are particular material circumstances that need to be taken into account which result in significant benefits as recognised within consultee responses from the Council's Landscape, Biodiversity and Conservation Officers. The Council's Landscape Officer considers the scheme to be a vast improvement and states that the scale, massing, layout, design and landscape strategy is appropriate in this sensitive rural AONB setting. Here it should be remembered there is a statutory duty to have regard to conserving and enhancing the AONB, which can clearly be demonstrated in this case. As identified by the Conservation Officer's consultation response, whilst new build dwellings are generally contentious it is recognised that there is benefit to the AONB setting. Additionally, the Council's Biodiversity Officer recognises the opportunity for significant biodiversity enhancements as a result of this scheme. It is these material benefits alongside the unique nature of the site that ensure in approving this application, it could not be successfully argued as a precedent for redevelopment as opposed to conversion.

Notwithstanding the current recommendation by the new case officer, we ask Members to have full regard to the special circumstances that exist in respect of this site and the benefits associated with the proposed scheme.

Thank you for your time in reading this letter.

Yours sincerely

---

**Chloe Smart**

Planner

Hunter Page Planning

chloe.smart@hunterpage.net

cc: All Members of Planning Committee

Kevin Field: Head of Development Management

---

3  
Hem 08.  
17/02241/FU  
CT.6303

39.

hunterpage  
planning